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RAIL TRANSPORTATION IN YUGOSLAVIAEXPANDED TRANSPORT PROGRAM -- Borba, No 188, 4 Aug 48

Summer and fall make extra demands on transport facilities. Expansion is possible because of rapid production of new locomotives, ships, railway cars, trucks, railroads, roads, more personnel, and such technical improvements as loading a freight car in 6 hours instead of 24, reloading a freight car every 3-5 days instead of an average of 12, and 100 percent utilization of transport equipment instead of half or two-thirds.

We still have slow and unsystematic loading, late ships and trains, poor utilization of various transport facilities. This fall the most important project will be improved equipment of railway stations and harbors. They now have far from enough manpower and machinery for loading and unloading. Rijeka still lacks well-organized storage and loading facilities. At the Alipasina Most station in Bosnia there is no machinery; all its 50 workers reload freight cars, and more are needed. It is the same in the reloading stations at Doboj, Zenica, Podlugovi, Belgrade, Kraljevo, etc. Thus, when transportation is halted on the narrow-gauge Doboj-Zenica line, all stations on the Samos-Sarajevo line soon are blocked. On 25 July, about 300 freight cars were in the Podlugovi station waiting to be reloaded or to leave, and at the same time there were cars in the Visoko station that had waited 25 days to leave. Loading had to be stopped at all points on the line from 25 to 27 July. This could have been avoided by proper attention from the Directorate. In the important Vinkovci sector, trains are tied up about 160 train hours per day, and other sectors are affected in consequence.

Transport of fuel to industry and homes is 30-40 percent short, although there are now enough cars. Because of poor planning, fuel has to be transported when carriers are busy with sugar beets and grain. Vegetables from Slavonia and Baranja go to Bosnia via Zagreb! Sugar factories do not have enough lime, though transport of sugar beets begins 25 August. One factor in the bottleneck is the failure of shippers to give advance notice of shipment, as required by law. Storage space and manpower also are needed.

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Grain, oil, and sugar beets in the Vojvodina and Slavonia are best shipped by river. Contracts for shipping space will be made between shippers and the transport firms. Penalties will be exacted for breach of such contracts, failure to give advance notice of shipment, for changing of route, insufficient utilization of carriers, sending trucks out empty, etc., as provided by law.

FREIGHT SITUATION IN SEPTEMBER -- Borba, No 256, 21 Oct 48

In September, 6,171 more freight cars were used than in August. However, closer cooperation between the railroads and the enterprises they serve would result in still further improvement. For example, only 70 percent of the freight cars that had been reserved were used in September. The hemp factory in Bukovar failed to load its 178 cars; the "Ivan Goran" building enterprise in Subotica used only 32 of the 407 cars it had asked for, and the Kostolac coal mine shipped 603 carloads less than it had contracted for, at a loss of 59,000 dinars. Business throughout the country paid the railroads 33 million dinars in September for unfulfilled contracts, not counting demurrage for idle cars, costs of reshipment, and change of station. The railroads paid various businesses a similar sum because they could not supply cars at the time specified in the contract.

REPAIR OF RAILWAY EQUIPMENT -- Borba, No 256, 21 Oct 48

The Five-Year Plan provides that 450 standard-gauge locomotives and 130 narrow-gauge locomotives, 2,000 passenger cars, and 14,500 freight cars be repaired and put into service. At the same time, 200 new locomotives, 950 new passenger cars, and 14,560 new freight cars of Yugoslav construction will be put into operation.

Last year the railroad machine shops fulfilled their year's plan 37 days ahead of schedule; the Subotica shop, 3 months. This year the Sarajevo, Maribor, Mts, and Smederevo repair shops have fallen short of their goals, and in July the various repair shops received twice as much work as they finished. Consequently, at Subotica, for example, freight cars under repair were out of service three times as long as they should have been.

WHY TRAINS ARE LATE -- Borba, No 254, 19 Oct 48

Our trains are now carrying more freight than ever before, including vast quantities of building materials for Novi Beograd, the Brotherhood and Unity highway, the Bihac-Knin railway line, and the double track between Belgrade and Novska.

Lateness of trains per kilometer increased from an average of 22 seconds in July to 24 in August and 37 in September. Today trains are late on almost all lines, whether express, passenger, mixed, or freight.

One cause is the greater volume of repair and construction taking place on the tracks. A double track is being built on the main line (Zagreb-Belgrade). The shortage of cars often means that a train must wait to be made up. Lack of coal, or coal of poor quality is another factor. At Slavonki Brod, Vinkovci, Zemun, and Belgrade, tens of locomotives wait for coal every day, some as long as 10 hours.

Recently, several freight trains were abandoned by their crews in stations on the Belgrade-Vinkovci line, for example, because the food they had brought from home or received from the railroad supply service did not last the three or more days of the trip. Officials have been drunk on duty or have left the trains to do personal errands.

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Miscellaneous goods, often poorly packed, are likely to be loaded in such a way that the whole car must be unloaded at a certain station for a single package.

Reloading of the freight from cars of one gauge to cars of the other may delay other traffic passing through the same station. This occurs frequently in the Kraljevo, Krusevac, Belgrade-Sava, Skoplje, and other stations.

RAILWAY EFFICIENCY IN SERBIA -- Politika, No 13028, 13 Sep 48

The railway workers of Serbia fulfilled their first half-year transport plan 100 percent, the passenger transport plan 111.7 percent, the plan for loading cars 108 percent, and the plan for decreasing idleness of cars 10 percent. These results show an improvement over last year.

Although supply programs for railway workers have improved, there are cases in which provisions have been delayed 10-15 days. In Bogojevo the provisions for July did not arrive until the end of the month.

LONGEST TUNNEL IN YUGOSLAVIA -- Rad, No 110, 6 Aug 48

The new enterprise, "Tunel" (tunnel), with more than 100 workers, has started work on a 210-meter tunnel through Varosko Rehro, a small foothill of Zagreb Mountain. This is the first operation in the building of a tunnel through Zagreb Mountain, by way of which an electric railway will connect Zagreb with the heretofore small settlement of Zagrebacka Gora and with the entire Croatian piedmont. Thousands of workers from the piedmont will be able to commute to Zagreb, and transportation from mines and factories will be greatly facilitated. The 44-kilometer trip around the mountain between Zagreb and Stubicko Toplice, the last stop on the proposed railway, will be reduced more than half, and from 2 hours by bus to less than 30 minutes by train.

When completed, the tunnel through Zagreb Mountain will be the longest in Yugoslavia. The main tunnel will be 5,200 meters long. The railway will pass through the small Varosko Rehro tunnel, then follow the western slope of the valley of Bliznac creek, a total of 600 meters before it enters the main tunnel.

PANCEVACKI RIT LINE -- Borba, No 186, 2 Aug 48

Construction of the railway line in Pancevacki Rit will permit full exploitation of about 70,000 hectares of fertile land. This area will be Belgrade's chief source of supply of vegetables, milk, meat, poultry, and eggs. So far only 60 percent of the cultivable area has been utilized because of poor rail communications.

The new line branches off from the Belgrade-Pancevo line at Ovca, connects the Jabucki Rit, Glogonjski Rit, Toviliste, Padinske Skale, and Besni Potok farming areas, and comes out at the Danube. The line is 30 kilometers long, or 40, including tracks at the stations. Secondary tracks connect the line with all parts of the Rit (moor) area.

Since 1 July, 4,000 members of the People's Youth have been building the line. One third of the earthwork has already been finished. About 35,000 cubic meters of earth have been made into an embankment. The characteristic level ground makes construction comparatively easy. The line will have four small bridges 7-10 meters long. Work has not started on the bridges because piles and pile drivers have not arrived.

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So that the line may be finished by 1 September, 22 conduits in the embankment will be made of corrugated iron pipe, which is quicker and much cheaper than building concrete culverts. However, the line will not be finished on schedule because of inefficiency in procuring construction materials and machinery. Of the nine rollers required for compressing earth, only two have arrived, and one is often out of commission.

PANCEVACKI RIT LINE CONTINUED -- Politika, No 13004, 16 Aug 48

Twenty-five brigades, made up of 3,200 youth and 700 union members, have completed all the earthwork and laid about 2 kilometers of track on the new Pancevacki Rit youth line, which winds across the Banat plain from Ovea to Besni Fok (Kisvara), during the last 28 days. The preparatory work lasted 18 days. The line is to be finished by 28 August, but its completion depends not upon the youth, but on the arrival of materials and track on schedule. Twelve kilometers of track are now on hand. This will soon be laid, and then it will be necessary to wait for the rest.

OPENING OF PANCEVACKI RIT RAIL LINE -- Politika, No 13022, 6 Sep 48

The Pancevacki Rit railway line was opened to traffic on 5 September. The first train carried a load of vegetables to Belgrade. Three thousand of the 11,000 hectares that make up the Pancevacki Rit are planted in vegetables, and can supply 38 percent of the needs of Belgrade. Next year this figure will rise to 60 percent. This year 700 farm buildings will be built there. Production of poultry will rise 600-700 percent and pork production 300 percent during the next few years because of this line.

The youth builders of the line have laid about 30 kilometers of track.

PROJECTED SABAC-KOVILJACA LINE -- Politika, No 13030, 16 Sep 48

Preliminary work began 1 August on the new standard-gauge railway which will connect the fertile districts of Maava, Pocerina, and Podrinje with the Valjevo basin and Bosnia, and eventually will be extended to the sea. The line is being built ahead of schedule because of the demands of the accelerated development of industry and electrification. A 56-kilometer section of the track is expected to be finished this year.

The narrow-gauge track between Sabac and Banja Koviljaca will be replaced by standard gauge. The narrow-gauge track was laid in 1910, on level ground but with unnecessary curves and other defects which restrict the speed and load of traffic. Bridges will be built across the Jadar and Jerez.

DOUBLE TRACK ON THE BELGRADE-ZAGREB LINE -- Rad, No 140, 10 Sep 48

Work was begun a month ago on the double track which is being laid on the Belgrade-Zagreb line. Now work is being done on the section between Belgrade and Indjija. During September a double track will be laid also on the section between Ruma and Sremska Mitrovica, and as far as Vinkovci by the end of October.

The double track is being laid because of great congestion on this part of the Belgrade-Zagreb line, which receives coal, ore, and wood from the Samac-Sarajevo youth line and the Broko-Banovici line, transports farm products from the Vojvodina to less fertile areas, and carries building materials for the Brotherhood and Unity Highway.

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RAIL LINE IN CROATIA -- Vjesnik, No 1079, 21 Oct 48

The new Lupoglav-Matulje rail line will connect the Rasa-Labin coal basin and the railway net of Istria with the rest of Yugoslavia. The 55-kilometer Lupoglav-Stalije line, begun this summer, will permit the transport of coal from Rasa by rail.

At present coal is shipped to Rijeka by sea. A new rail line is needed to connect with Rijeka, for, although Lupoglav is only 12 kilometers from Matulje in a straight line, the present rail route via St Peter u Divacu is 123 kilometers. Therefore when the Lupoglav-Stalije line is finished, a 15-kilometer connecting line will be begun between Matulje and Vranje, to provide the shortest connection between Istria and Rijeka and the rest of Croatia.

Plans have been drawn up for a 6,500-meter tunnel which will have to be dug under Mt Ucka, and also for a rail line between Pazin and Porec, to be built later.

PIONEER LINE IN CROATIA OPENED TO TRAFFIC -- Politika, No 13004, 16 Aug 48

On 15 August part of the Pioneer line, from Dubrava to the village of Slanovec, was formally opened to traffic at the village of Geresina ^{/sic/} near Zagreb. The future Pioneer building there and the Pioneer railway are being built as a single project. When completed the line is to run between the villages of Dubrava and Vidovec. The youth brigades, which began work 15 April, have pledged to finish the line by 30 October, and by 20 November to build 20 dwellings and 18 administrative buildings in Pioneer City.

Four large and two small railway bridges have been built; 5,920 meters of track have been laid in open country and 310 meters in the stations. Dubrava, the terminal of the Pioneer railway, is not more than a kilometer from the last streetcar station. The city plan provides that the streetcar line be extended as far as the Pioneer railway station in Dubrava, so that this line will be one of the important transportation towns in the suburbs of Zagreb.

TRACK ALONG THE BROTHERHOOD AND UNITY HIGHWAY -- Narodni List, No 1044, 17 Oct 48

For the past month volunteer builders from Zagreb have been building a standard-gauge track running the whole length of their section of the Brotherhood and Unity highway.

POSSIBLE NEW RAIL LINE IN SLOVENIA -- Slovenski Porocvalec, No 211, 4 Sep 48

Recently a commission of the Ministry of Communications inspected the terrain between Lepoglava and Krapina to study the feasibility of building rail connections between these points, which would provide the shortest route between Celje and the industrial center of Varasdin. The rail line goes west from Varasdin through the coal fields of the Ivanjsica district to the Golubova coal mine, from which it continues in a straight line only another 8 kilometers to Krapina, but is prevented by Mount Strahinscica from making a junction. Connection with the Varasdin-Golubovac and with the Grobelno-Rogatec-Krapina-Zapresic rail lines is necessary not only for local needs, but also because such a line would facilitate the shipment of coal from the Ivanec and Golubovac mines to the west and furnish the most direct connection with Celje and Varasdin.

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Experts have established that extension of the line from Golubovac to Krapina would be difficult because of the terrain, and would cost over 100 million dinars more, if the line were to branch near Lepoglava and the railway were to be diverted along the northern slope of Strahinscica via Bednja to Krapina.

RAIL LINE IN SLOVENIA -- Slovenski Porocjevalci, No 207, 31 Aug 48

Workers on the Sezana-Dutovlje railway line recently were commended for their success in cutting a tunnel 350 meters long on the line during 97 working days.

DEVELOPMENT OF A RAILWAY STATION -- Slobodna Dalmacija, No 1130, 14 Sep 48

The Zagreb west station now does a third more business than before the war. The first half of this year 4,874 trains were made up in this station, 3,907 of them freight trains. An average of 300 cars are loaded and unloaded daily. The waiting time for cars in the station has been cut to 14 hours.

RAIL LINE IN BOSNIA OPENED -- Politika, No 13058, 18 Oct 48

On 16 October the first train on the new standard-gauge track from Nova Ereka to Tuzla entered the Tuzla station. Work was begun in August on the 4,006-meter line, which includes a reinforced-concrete bridge, made with the new bauxite cement, over the Jala River. The cement was applied at 1300 hours 16 October and by the next day was ready for traffic. This was the first time that this new cement, which is now being produced in Yugoslavia, has been used on such a project.

ROAD AND RAIL LINE BETWEEN BOSNIA AND CROATIA -- Glas, No 1035, 22 Oct 48

Volunteer workers on the Bosut-Bijeljina road have cut 147 kilometers of new road and built 21.5 kilometers of standard-gauge railway.

RAIL LINE IN BOSNIA -- Oslobođenje, No 621, 20 Oct 48

The Bosut-Bijeljina rail line, now under construction, will permit rapid transport of corn and other agricultural products from the Semberija, the most fertile region of Bosnia, to the Zagreb-Belgrade line and the rest of Yugoslavia; facilitate the shipment of high-grade coal from the Mezgraja mine to Yugoslav industrial centers; and relieve the bottleneck in the transport of sugar beets, hundreds of carloads of which are lined up on the bank of the Sava at Bosanska Raca awaiting shipment.

Work on the line, which had been started before the war, began again 14 April. The track will be standard gauge.

PROJECTED RAIL LINE IN BOSNIA -- Borba, No 256, 21 Oct 48

The People's Youth of Zivinice and the apprentices of the Tito mine have pledged to build 800 meters of railway track between Zivinice and Djurdjevik.

ADDITIONAL TRACK IN MACEDONIA -- Borba, No 254, 19 Oct 48

The workers and officials of the railway collective at Kicevo are working voluntarily to lay a new railway track at Bukojacani and to correct the bed of the Lavoani River, which regularly floods the track at Podvis. One hundred and ten meters of track have already been laid. The new track should relieve the bottleneck which has been delaying trains for long periods in the station.

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RAIL LINE IN BOSNIA -- Oslobodjenje, No 589, 13 Sep 48

The youth of Banja Luka have pledged to build a railway line from the Vitaminka plant to Predgradje.

NEW RAILWAY LINES IN SLOVENIA -- Srpska Rijec, No 213, 9 Jul 48

The Liberation Front of Slovenia began work a few days ago on the new railway line skirting Ljubljana. Most of the work will be finished this summer. The construction of this line will be the first step in solving the Ljubljana rail tie-up. All freight will be routed outside the city on this line. A new passenger and freight station will be built at Vic. The peripheral line will have a double track.

This summer another new line 11 1/2 kilometers long will be built from Vic to Jezic. At the same time the connection of Zalog with the new line will be completed.

RAIL LINE IN CROATIA -- Politika, No 13019, 3 Sep 48

A railway builders' collective in Tuzla has undertaken the task of completing the Kraka-Tuzla line by 17 October, introducing the brigade system and working norms in all building projects, and lowering costs 15 percent. Since the feeding of workers on the projects has not been properly provided for, it will establish new dining halls.

YOUTH LINE IN SERBIA -- Politika, No 13021, 5 Sep 48

A new rail line is being built between Enosevo and Brodica by youth labor.

ADDITIONAL PASSENGER SERVICE -- Politika, No 13002, 14 Aug 48

Because of increased demand, the following week-end passenger service will be available in addition to the regular trains:

Between Belgrade and Zagreb, an express leaving Belgrade every Saturday at 2215 hours, arriving at Zagreb Sunday at 0630; and a train leaving Zagreb every Sunday at 2330, arriving in Belgrade Monday at 0810. These trains will connect at Zagreb for Rijeka and Split.

Between Belgrade and Titovo Usice, a passenger train leaving Belgrade Saturday at 2159, arriving at Titovo Usice Sunday at 0710; and a train leaving Titovo Usice Sunday at 1920, arriving in Belgrade Monday at 0404.

NEW RAILWAY STATION AT SOLKAN -- Borba, No 188, 4 Aug 48

A new passenger station built by volunteers of the People's Front and Youth was opened at Solkan, near Nova Gorica, in Slovenia at the end of the congressional contest.

RAILWAY STATION IN SARAJEVO -- Rad, No 136, 6 Sep 48

The new railway station which is being built in Sarajevo will be the most modern in the Balkans. This year 185 kilometers of new roads will be built in Bosnia and Herzegovina, and 77 kilometers of new forest railway track will be laid.

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